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1913-1952

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The following terms and abbreviations are used in this report:

DSU	German Water Transport and Transshipping Enterprise
VEAB	People-owned enterprise for the purchase and compulsory delivery of agricultural products.
Transshipping	The loading and unloading of freight from ship to land vehicles (including intermediate storing) and vice versa.
Asterisk following a year	Statistics for that year include DSU port only and exclude figures for loading and unloading from warehouse to land vehicle and vice versa.
Plaue Canal vessel size	600 - 650 tons load capacity and a draught of 1.7 - 1.8 meters
Pinow Canal vessel size	200 - 250 tons load capacity and a draught of 1.6 - 1.9 meters.]

During the period 1950-1955, the performance of the water-transportation mediums is to be increased from 1.49 billion ton-kilometers in 1950 to 2.3 billion ton-kilometers in 1955, or 146 percent of 1950. During the same period, the transportation performance of the Reichsbahn is to be increased from 14.6 billion ton-kilometers to 25.2 billion ton-kilometers, or 173 percent of 1950. While the inland water-transportation mediums handled 10.2 percent of the ton-kilometer performance of the Reichsbahn in 1950, the plan provides that this medium will only perform 9.1 percent for the Reichsbahn by the end of the current Five-Year Plan in 1955. The Reichsbahn is to increase its inventory of freight cars by 27 percent, and the tonnage of people-owned fleet is to be increased by 62 percent. Since the people-owned DSU fleet, without the DGS (German Oder River Transport Enterprise) fleet, comprises only about one fourth of the total fleet, this tonnage increase is tantamount to a 15-percent expansion of the total fleet tonnage, disregarding the losses which may be sustained by 1955. These losses may reduce the tonnage gains even further and may even cancel each other out. The yearly tonnage replacement amounts to two percent. Therefore, the increase in transportation performance must be attained to a considerable extent through increased exploitation of existing facilities. The law of the Five-Year Plan refers to one of the means by which performance may be increased, that is, the mechanization of the transshipping facilities. This should include not only the mechanization of work heretofore performed manually, but also the improvement of existing facilities, which, in many ports, are obsolete and uneconomical.

For increased water-transportation, performance the transshipping facilities take on additional importance, since the freight handled by this medium is, for the most part, bulk freight. It can be dumped or put into or onto the vessels by simple devices, however, special facilities are required for quick and careful unloading of bulk freight. This would cut down the turnaround time of the vessels and thereby increase the number of trips the vessels can make per year.

The following statistics of the GDR inland water-transportation performance for 1951 give an insight into the composition of the freight transported by water:

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<u>Commodity</u>	<u>Percent</u>	<u>Tons*</u>
Coal and coke	26.	--
Construction material	24.4	--
Ash, rubble, and trash	10.4	1,022,000
Potatoes	--	65,000
Grain	10.	900,000
Wood	3.7	430,000
Flour	--	300,000
Salts (edible and fertilizer)	3.	--
Sugar	2.3	190,000
Scrap metal	2.26	45,000 (excludes Berlin)
Metal	--	85,000
Less-than-carload and forwarder's freight and household goods	1.5	100,000
Ores	1.16	20,000
Iron, steel, nonferrous metals, and semi-finished products	Less than 1.	--
Chemicals and liquid fuels	Less than 0.5	20,000
Agricultural and foodstuffs-industry products	4.5	300,000

*[Figures given appear to be approximations and do not seem to be completely reconcilable with the percentage figures.]

A maximum of 10 percent of these goods is packed, mostly in sacks; the remaining 90 percent is unpacked bulk goods that can be loaded by dumping or sliding. About 60 percent of the freight falls into the Reichsbahn freight-rate Class G, 20 percent in the E and F classes, 15 percent in D, and only about 5 percent in the A and C classes.

It is the type, quantity, and relatively low value of this freight which demands high-capacity mechanical transshipping facilities. The question of economy is all-important because of broken traffic, i.e., in the majority of cases, the freight is hauled to or from the ship by rail, increasing expenses for double transshipping operations. During 1950, 42 percent of the total freight transshipped went from ship to rail and vice versa and 16.5 percent, from ship to truck and vice versa. The remaining 41.5 percent not only includes the door-to-door waterway traffic but also the traffic to silos and warehouses for temporary storage. These statistics clearly indicate the large proportion of freight which is transshipped from ship to rail or road and vice versa.

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The GDR inland-waterway network includes approximately 3,300 kilometers of waterways, of which 880 kilometers are in the Elbe River-Saale River areas; 1,066 kilometers, in the Brandenburg area; 507 kilometers, in the Mecklenburg area; and approximately 850 kilometers, in the Oder River and coastal areas.

Elbe River

On the Elbe River above Dresden, there are no ports or transshipping installations, only landing places without track connections or mechanical installations. Occasionally, vessels unload at these landing places, but seldom do they take on any freight here. In general these levees have only local transportation significance.

The city of Dresden boasts two port installations, the ports of Dresden-Friedrichstadt and Dresden-Neustadt.

The port of Dresden-Friedrichstadt consists of a port basin 1,100 meters long and 150 meters wide, with 2,000 meters of usable quay. Of the 11 cranes located in the port, nine are equipped with load hooks and buckets. Their capacity ranges from 5 to 14 tons per hour, depending on the type of freight to be transshipped. Everyone of these nine cranes is over 54 years old. In addition, the port possesses a 1914 four-cable grab crane, with an average hourly capacity of 27.6 tons of bulk freight, and a 1930 single-cable grab crane, with an hourly capacity of 10 tons of bulk freight. On the basis of a 200-hour work month i. e., a one-shift operation, the monthly average performance of all cranes without time losses would amount to 25,360 tons. The average performance per month during 1951 was 27,848 tons. This was attributed mainly to the double shift operation of the large grab crane (approximately 4,500 yearly lifting hours for two-shift operation).

As a result of the seasonal fluctuation of the quantity of freight to be transshipped and the varying composition of the freight in the various months, a notable differentiation in the degree of utilization of each crane could be observed in the Dresden-Friedrichstadt port. If it were possible to distribute the type and quantity of freight evenly over the year and if the cranes were continually operated on a two-shift system, the yearly performance of this port could be increased to 565,000 tons.

The port of Dresden-Neustadt has four cranes. Two of these, the steam-operated cranes, have not been used for years, because the electric cranes have sufficed for the amount of freight handled. With two-shift operation, the cranes can handle 110,160 tons per year. The 1950 performance was 20,162 tons, and the 1951 performance 29,532 tons, or 18.3 and 25.8 percent of capacity, respectively. Of the total freight unloaded from ships in both Dresden ports, 9.3 percent was transshipped to the railroad, 20.7 percent to other vehicles, and 60.1 percent to depots and silos. Of the loadings, 36 percent went from rail to ship, one percent from other vehicles to ship, and 63 percent from depots to ship. The high proportion of storage-to-ship loadings is attributed to rock freight, which undergoes an intermediate storing and sorting process. The 44,000 tons of less-than-carload and other freight, as well as the 5,838 tons of textile raw materials which were loaded from depot to ship, had previously arrived at the port mostly by railroad. These shipments consisted for the most part of rolls of paper and Soviet cotton. The storage facilities are not being fully utilized.

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The freight transshipping statistics for Dresden show the following:

<u>Year</u>	<u>Incoming Freight</u>	<u>Outgoing Freight</u>	<u>Total Freight</u> <u>(tons)</u>
1913	722,000 tons	185,000 tons	866,000[sic]
1938	--	--	642,000
1951	47.5%	52.5%	314,000

The port of Meissen has three cranes (built in 1901) on its 265-meter-long quay wall along the Elbe River. On the basis of a 10-hour daily operation, the cranes' yearly lifting capacity is 81,000 tons; their actual performance amounted to 35,167 tons in 1950 and to 40,949 tons in 1951. The port does not have any track connections. All deliveries are made to the ship by truck or horse-drawn wagon, or loading takes place right at the wharves of the rock quarries in the Meissen area.

The port of Riesa has a basin 1,280 meters long and 60 meters wide with a 1,654 meter quay length. In addition, a transshipping bank, 835 meters long, is located along the Elbe River. Of the 14 cranes located in the port, eight are electrically operated and six are powered by steam. Crane No 18, a four-cable grab crane with 10-ton capacity, constructed in 1928, has an average hourly performance of 30.8 tons. The other electric cranes have a performance of 7-13 tons per hour, depending on the type of freight. The steam-operated cranes, which reach a performance of 7 tons an hour, are only used to supplement the electric cranes. The performance potential of all cranes, if operated on a two-shift system, averages 44,368 tons per month, or 532,656 tons per year. The cranes' capacity utilized was 60.4 percent in 1950 and 75 percent in 1951. Of all the 1951 shiploadings, a total of 65.5 percent consisted of coal, which, for the most part, originated in the Oelsnitz-Zwickau black-coal region and, to a lesser degree, in Freital. More than half of this coal is loaded on the ships by gravity slides. The maximum annual capacity of the slides is 633,000 tons, 25 percent of which is actually utilized.

The freight-transshipment performance of the port of Riesa is as follows:

<u>Year</u>	<u>Incoming Freight</u> <u>(tons)</u>	<u>Outgoing Freight</u> <u>(tons)</u>	<u>Total Freight</u> <u>(tons)</u>
1913	493,000	142,000	635,000
1938	380,000	307,000	687,000
1951	249,000	520,000	769,000

Riesa is definitely a railroad port. [During 1951] only 2 percent of the freight arriving by ship in Riesa was loaded into trucks or horse-drawn wagons, 70 percent was transshipped via the railroad, and 21 percent was put into transit sheds and then forwarded by railroad [remaining percent not accounted for].

[During 1951] of the outgoing freight, 82 percent arrived in the port directly via railroads, and 18 percent came from storage depots. Of this 18 percent, two thirds consists of rock, which, as in Dresden, is also transported to the transshipment [and sorting] point via railroad. Grain (incoming shiploads in 1951 amounted to 207,000 tons) is also sent on via the railroad after storage in silos of the VRAB and of storing and forwarding enterprises. The port of Torgau lies 45 kilometers further downstream from Riesa on the Elbe River. This port has a basin 450 meters long and 90 meters wide. However, only the north side has a quay wall; it is 200 meters long. The transshipping facilities, track connections, and storage installations are located on this side. The port has four cranes, built in 1899; they are operated by direct current.

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Local traffic is insignificant, because the only industrial enterprise located near the port is the Glasshuetten Torgau (Torgau Glass Factory). The port, however, serves as a transshipping point for Leipzig. Torgau's transshipping performance increased steadily between the two world wars, from a yearly average of 60,000 tons during 1922-1924 to a yearly average of 100,000 tons during 1926-1937 and to 180,000 tons in 1939. In 1949, the prewar yearly average performance was exceeded.

In Torgau, the traffic pattern also experienced a shift, as indicated by the following table:

Year	Incoming Freight (tons)	Outgoing Freight (tons)	Total Freight (tons)
1932	83,000	25,000	108,000
1938	114,000	43,000	157,000
1950	36,000	11,500	47,500
1951*	50,000	133,000	183,000
1952 up to April	14,000	43,000	57,000

This development is caused by the strong decrease in incoming freight, which formerly went via Torgau to the Leipzig area. At present, grain, fodder, glass and clay make up most of the incoming freight, while outgoing freight consists mostly of low-temperature brown-coal coke and briquettes from the Leipzig area, from Boehlen, and from Neukieritzsch. These shipments are forwarded to Magdeburg, Wittenberge, Premnitz, Mecklenburg, and to the Brandenburg waterways. It is certain that Torgau will lose all its significance as a port as soon as the long-planned work on the southern part of the Mittellandkanal is completed, i.e. improvement work on the Saale River and completion of the Elster-Saale Canal, which will connect Leipzig with the waterways system of the GDR.

The next port below Torgau is the port of Kleinwittenberg, 62.2 kilometers downstream from Torgau on the Elbe River. The port basin is 1 250 meters long and 70 meters wide and serves as a wintering port. For transshipping purposes, the port has only 240 meters of stone-paved banks. The basin is at present not usable as a transshipping port because the railroad trackage has been washed out and the ties have rotted. The port's transshipment operations are being performed at the transshipment bank along the Elbe River. Of the 120-meter-long bank, only 60 meters can be used for transshipping purposes. The port possesses three cranes as follows: an electric semiportal crane, built in 1928, with a 3-ton capacity and an hourly performance capacity rate of 30 tons, or more in case of bulk goods; an electric semiportal crane, built in 1940, with a capacity of 1 1/2 tons and an hourly performance capacity rate of 10 tons, or 10-15 tons for bulk goods; and a steam-powered locomotive crane, built in 1905, with a performance rate of 6-8 tons per hour, or 10-15 tons per hour for bulk goods.

Kleinwittenberg appeared in the statistics for the first time in 1922. Its transshipping performance since then has been as follows:

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Year	Incoming Freight (tons)	Outgoing Freight (tons)	Total Freight (tons)
1922	--	--	19,000
1938	--	--	56,000
1951*	29,000	85,000	114,000
1952	--	--	110,000 (planned)

Of the 85,000 tons shipped out in 1951, 60,000 tons consisted of coal, i.e., brown coal from Bergwitz, shipped to stations along the lower Elbe River. Sand coming by train from Rheinsberg is also shipped from this port. The Stickstoffwerk Piesteritz (Piesteritz Nitrogen Works), which is located in Kleinwittenberg, ships only a small share of its production by water (300-400 tons of fertilizer per month) and receives very little freight via the port of Kleinwittenberg. The large quantities of coke which the nitrogen plant gets from Magdeburg are brought in by rail.

The Alcidwerke (Alcid Works) in Coswig/Anhalt is located in the Kleinwittenberg port area. It receives intermittently 4,000-5,000 tons of phosphate by water transport. While in former years the railroad traffic to Kleinwittenberg did not play an important role in outgoing freight, that situation has changed during the last few years. The coal from Bergwitz is transshipped from rail to water exclusively. (Coal is 80 percent of all outgoing freight).

Considerably more important is the port of Dessau-Wallwitzhafen, 45 kilometers below Wittenberg. This port has a 245-meter-long transshipping bank along the Elbe River and two port basins, i.e., the Faehrsee basin, which is 105 meters long, and the Peisker basin, which is 480 meters long and has 105- and 75-meter-long quays. However, the Peisker basin is full of silt, and the quay, the cranes, and the storage sheds have been destroyed by bombs.

The port has the following electric cranes: One 1 1/2-ton-capacity portal crane, built in 1896, with a one-cubic-meter bucket; one 3 1/2-ton-capacity portal crane, built in 1925, with a 1.25-cubic-meter grab and an hourly capacity of 21 tons of bulk goods; one 1 1/2-ton-capacity portal crane, built in 1924, with a one-cubic-meter bucket; one 5-ton-capacity portal crane, built in 1925, with a 1.25-cubic-meter grab; and one 3 1/2-ton-capacity locomotive slewing crane, built in 1950 (indigenous construction), with a 1.5-cubic meter grab.

The port has the following special equipment: One electric car hoist to connect the elevated terrain of the transshipping bank with the lower terrain of the Faehrsee basin and one pontoon with a bag conveyor having a 30-ton-capacity per hour (primarily for loading sugar).

Dessau was formerly the main forwarder for the I.G. Farben Enterprise in Wolfen-Bitterfeld.

The transshipping performance of the port of Dessau is indicated by the following table:

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<u>Year</u>	<u>Incoming Freight (in tons)</u>	<u>Outgoing Freight (in tons)</u>	<u>Total Freight (in tons)</u>
1913	187,000	150,000	337,000
1938	225,000	130,000	385,000 [sic]
1951*	109,593	240,301	350,000 [approx- imately]

In the intervening years (1913-1938), the performance of the port of Dessau fluctuated from a low level of 122,000 tons in 1922 and 230,000 tons in 1934 to a record high of 397,000 tons in 1927 and 391,000 tons in 1937.

At present, coal is the main transshipping item, i.e., brown coal and briquettes from Bitterfeld and the Geisel Valley and briquettes from Frankleben and Rositz. In addition, low-temperature coke from the coal-processing plants in the Leipzig area and even brown coal from Bergwitz and black coal from Zwickau are transshipped from this port, the latter two items when at the upper Elbe River ports of Riesa and Wittenberg are not usable because of low water. In 1951, a total of 187,000 tons of brown coal and 40,000 tons of briquettes was transshipped from this port. The 1952 plan provides for the transshipment (outgoing) of 210,000 tons of coal. Sugar and cement are additional transshipment commodities (outgoing). Very little less-than-carload freight is shipped out of this port.

The incoming freight in 1951 included phosphates from Hamburg and Szczecin, rocks and gravel from the Elberelbe [sic, possibly Upper Elbe River], and chrome ore and pyrites from Hamburg for Bitterfeld. The 350,000-ton transshipment performance of the port for 1951 could be increased by 100,000 tons without additional investments. Therefore, it would be possible once again to incorporate Wallwitzhafen in the transportation setup of the Wolfen-Bitterfeld chemical combine, which, at present, uses mostly the Reichsbahn. This would not impair the coal transshipping operations. Over 90 percent of the outgoing freight arrives in the port by rail and 90 percent of the incoming freight leaves the port by rail, while 9 percent of the incoming freight leaves the port by truck or horse-drawn wagons, and only one percent is stored in sheds and silos.

Only 17 kilometers further downstream is the port of Aken. Its port basin lies parallel to the Elbe River; it is 1,667 meters long and 40 meters wide and, in the eastern section, 120 meters wide. Its usable length is 1,200 meters. Of the 1,200 meters, 900 meters consist of paved, sloping banks and 300 meters of marginal wharf. However, this marginal wharf is in dilapidated condition, and only 50 meters (of its 300-meter length) can be used; the remainder is in danger of collapsing.

Only one of the four cranes of the port is electrically operated. The remaining three are hydraulically operated. All four cranes were built before 1900 and are not operable at full capacity. The cranes are stationary. The port is equipped with locomotive-crane tracks but has no locomotive cranes. In former years, Aken's transshipping performance fluctuated considerably, as indicated by the following table:

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<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1922	--	--	119,000
1926	--	--	358,000
1927	--	--	426,000
1938	82,000	124,000	206,000
1939	--	--	285,000
1950	22,000	40,000	62,000
1951*	43,000	106,000	149,000
1952	--	63,000 (through May)	--

The loading and unloading operations are performed mostly manually, i.e. with insufficient technical equipment. As a result, the performance of the port, compared with other ports, is much too expensive. A comparison of the number of employees at Aken and at Dessau indicates this, as follows:

<u>Port</u>	<u>Year</u>	<u>Transshipping Performance (tons)</u>	<u>No of Employees Engaged in Transshipping</u>
Dessau-Wallwitzhafen	1951	350,000	65
Aken	1951	149,000	80

On the basis of the rates applicable in the port of Aken, the transshipping cost per ton of coal is calculated at 1.20 Deutsche marks. However, as a result of the low labor productivity, the actual cost is 2.72 Deutsche marks per ton of coal, making the transshipping operations uneconomical. The income from silo traffic (150,000 tons per year) has balanced this up to now; however, with the transfer of the silo to the VEB, the port of Aken became a subsidized enterprise (planned 1951 loss is 83,000 Deutsche marks). Only the glass factory in Aken is noteworthy as an enterprise adjacent to the port. In 1951, it received 7,200 tons of glass sand via the port and shipped out 1,200 tons of plate glass. In addition, approximately 8,000 tons of Elbe gravel arrived in Aken, which was transshipped via rail.

The total incoming freight in 1951 amounted to 21,703 tons. During 1951, a total of 78,273 tons [itemized breakdown adds up to 92,100 tons] were shipped out of the port of Aken. Of this total, 55,000 tons were biquettes from the Geisel Valley and Rositz, 13,000 tons consisted of fertilizer from the Halle-Merseburg (Leuna) area, 21,000 tons of sugar came from Zeitz and Rositz, and 3,100 tons of rock and industrial salt came from Bernburg. Of the 1952 shipments (outgoing), up to and including May (63,000 tons), 26,000 tons were coal and 8,273 tons, salt. Of the outgoing freight 74 percent went from railroad to ship, and 26 percent went from warehouses and silos to ship. Of the incoming freight, 50 percent went from ship to silo or warehouse, and 50 percent was transshipped via rail.

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The area served by the port of Aken is the central German industrial area around Halle. Although Halle is located much more favorably for the forwarding of this freight, use is made of the Elbe River, despite the long rail trip to Aken from Halle, because the Elbe River rates are lower than the Saale River rates. The expansion and completion of the Saale and the Elster-Saale River Canal would deprive Aken, like the port of Torgau, of all significance.

Only 18 kilometers downstream from Aken lies the port of Barby, with a port basin 650 meters long and 40-80 meters wide. Of the total quay length of 450 meters, only 150 meters are faced with a concrete wall and are usable. The other 300 meters consist of a dilapidated marginal wharf, which at present cannot be used. The port facilities of Barby are foreign property, administered as a trust by the Directorate General for Water Transport.

The port is equipped with two steam-powered stationary cranes, built in 1904 and 1907, with a capacity of 1.5 tons each, and a locomotive crane, also steam-powered, with a capacity of 5 tons. All cranes are usable as grab cranes. Transshipping performance of the port, as compared with prewar years, has declined, as indicated by the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1913	78,000	170,000	248,000
1932	86,000	130,000	216,000
1949	41,000	60,000	102,000 [sic]
1950	31,000	21,000	52,000

Of the total 1951 freight traffic of the port (151,000 tons), 65,500 tons were loaded on to or unloaded from ships. Of this latter figure, 28,000 tons were loaded from ship to rail and 37,500 tons, from rail to water. The remaining freight traffic consisted of iron shipments for the Buckau-Wolf factory in and out of warehouses by rail facilities (46,500 tons in and 38,500 tons out).

The only large factory located in Barby is the Maizena plant, located near the port, which has its own port basin. However, this basin has been idle for some time. Only a small amount of the Maizena plant's production is transshipped via water. The other goods transshipped in the port include construction material, salt, fertilizer, grain, and coal. The construction material is mostly gravel dredged from the Saale River, shipped to Barby, and there transshipped on railroad cars.

Another 17 kilometers downstream on the Elbe River is the port of Schoenebeck. Its total transshipping performance has almost reached the prewar level. The port consists of three pier-like basins, each 100 meters long and faced with marginal wharfs. The condition of the basins is poor. The marginal wharfs are dilapidated and cannot be used. The port is equipped with the following cranes: three steam-operated cranes (2.2 and 1.25-ton capacity) [sic], all needing repair and only used when particularly large quantities of goods must be handled; three electric cranes, two of which are mobile and have a capacity of one ton and 2.5 tons respectively; and one portal crane, with a 5-ton capacity. The latter is a four-cable grab crane, with an hourly performance rate of 45 tons of bulk goods. The 2.5-ton-capacity electric crane is equipped with a grab and has an hourly performance rate of 30 tons of bulk goods. As far as special facilities are concerned, the port is equipped with two mechanical salt shovellers. The Schoenebeck DSU also administers the port of Frohse, located a few kilometers

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further downstream on the Elbe River. Thuringian potash is primarily shipped from the port, and coal is primarily received in the port. The performance of two Schoenebeck ports is shown by the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1913	[No breakdown available]		373,000
1927	"	"	559,000
1930	"	"	551,000
1937	"	"	561,000
1950	40,000	244,000	284,000 (sic)
1951*	70,000	297,000	367,000

Fertilizer and salt are the two commodities primarily shipped out of the ports and coal, the commodity primarily received in the ports. In 1951, in addition to smaller quantities of various commodities, the following freight was shipped out of the port: 40,000 tons of coal, 100,000 tons of chemicals (potash and fertilizer salts, Leuna), 7,000 tons of nitrogen (sic), 9,000 tons of cement from Nienburg, and 110,000 tons of edible salt for export (from Bernburg, Stassfurt, and Behndorf).

Of these shipments, only 8,934 tons were not transported to the port by rail. Therefore, 95 percent of the transshipping was done from rail to ship.

The incoming freight included the following: 33,500 tons of coal, 6,500 tons of ore (from the USSR for the Leipzig area), 8,000 tons of sugar, 2,000 tons of fodder, and 4,500 tons of less-than-carload and iron products.

This incoming freight was forwarded from the port as follows: 73 percent by rail, 21 percent to warehouses or silos, and 5 percent by trucks or horse-drawn wagons. Large quantities of all types of iron are also stored in Schoenebeck for a large enterprise in Magdeburg (name of enterprise not given).

The largest port with the heaviest traffic on the Elbe was and is Magdeburg, which is approximately 13 kilometers from Schoenebeck. Magdeburg has several port installations as follows:

1. The so-called Schleimafer am Strom, with a 220-meter-long quay and four cranes, two of which are electric semiportal cranes with 3- and 1 1/2-ton capacities, respectively, built in 1924, and two fixed hydraulic cranes, built in 1893, with a one-ton capacity, each.

2. Further north, the port basin of the Handelshafen (Commercial Port), which is connected with the Elbe River by an access canal. This basin is 994 meters long and has a 1,792-meter-long usable wharf. This basin is equipped with eight cranes. Included are a fixed, hydraulic, heavy-duty slewing crane with a capacity of 21 tons, built in 1894, and six cranes which are electric portal and semiportal cranes with 1 1/2-ton to 2 1/2-ton capacities. All are single-cable grab cranes. One additional crane is a slewing crane on tracks, with a 1 1/2-ton capacity.

3. Still further north, the Harvester (not further identified) installation with a bridge transporter, which at present is being used for loading less-than-carload freight.

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4. The Industrial Port [part of the information has apparently been omitted at this point, including paragraph 5].

5. The Stadthafen (City Port), which connects with the Schleinufer in the south. This port is, however, not part of the DSU administration. It was heavily damaged during the war.

As early as 1913, the port traffic exceeded 1,500,000 tons. Following World War I, the performance dropped to 500,000 tons by 1922 but increased thereafter until it reached pre-World War I level by 1928. The port's performance is shown in the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1913	930,000	645,000	1,575,000
1928	829,000	637,000	1,466,000
1938	1,360,000	767,000	2,127,000
1949*	469,000	239,000	708,000
1950	495,000	172,000	667,000
1951 (greater port area)	832,240	329,395	1,167,000 [sic]

In 1938, 72 percent of all freight came to Magdeburg from Hamburg, and 38 percent of all outgoing freight was destined for Hamburg. It is obvious that the partitioning of Germany seriously affected Magdeburg's operations, because only 18 percent of the goods transhipped in 1938 affected the area of the GDR and Greater Berlin.

Along the 223-kilometer-long sector of the Elbe River, between Magdeburg and Boizenburg, the only noteworthy ports are Tangermünde, which is 53 kilometers below Magdeburg, Wittenberge, 119 kilometers below Magdeburg, and Boizenburg.

The freight traffic in Tangermünde is considerable. In 1938, it amounted to 230,000 tons and in 1939, to 261,000 tons. Before the war, the outgoing freight took up two thirds of the entire traffic. However, after the war, the incoming freight exceeded the outgoing freight as shown in the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1949	85,000	32,000	117,000
1950	100,000	59,000	159,000
1951	130,000	46,000	176,000

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During the years 1949-1951, the goods most frequently shipped out of Tangermünde were grain, sugar, and sugarbeets, and the goods received most frequently were coal, construction material, and fertilizer.

Wittenberge, like Torgau and Wittenberg, was formerly one of the least significant Elbe River ports. Its performance is shown in the following table:

<u>Year</u>	<u>Incoming Freight</u>	<u>Outgoing Freight</u> <u>(tons)</u>	<u>Total Freight</u> <u>(tons)</u>
1938	71½	--	39,000
1939	71"	--	100,000
1949	184,000 tons	47,000	231,000
1950	294,000 "	69,000	363,000
1951	382,000 "	124,000	506,000
1951 (L&U port only)	78,695	7,432	86,127

The transshipped freight included the following (in tons):

<u>Freight</u>	<u>Incoming During</u>			<u>Outgoing During</u>		
	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>
Coal	80,000	142,000	182,000	--	--	--
Grain and flour	12,000	--	--	--	--	35,000
Construction material	67,000	102,000	76,000	--	--	--
Agricultural and food- industry products	--	--	--	--	--	69,000

The last Elbe River port east of the GDR-West German border is Boizenburg. Prewar statistics for this port were not published. Its post war performance is as follows:

<u>Year</u>	<u>Incoming Freight</u> <u>(tons)</u>	<u>Outgoing Freight</u> <u>(tons)</u>	<u>Total Freight</u> <u>(tons)</u>
1949	94,000	--	94,000 [sic]
1950	41,000	12,000	53,000
1951	78,000	37,000	115,000

The freight handled by the port consisted mostly of raw materials and auxiliary materials for the Boizenburg Plate factory the largest industrial enterprise of the city.

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Doitzenburg has a port basin 1,500 meters long and 50 meters wide. However, only 100 meters have been improved as a quay for transshipping operations. The basin has two cranes, built in 1907. They are a portal crane and a fixed gantry crane; each has a 3-ton capacity, and each is used as single-cable grab and bucket crane. The combined capacity per shift of both cranes is 160 tons of less-than-carload freight, or 240 tons of bulk goods; in case of loading, it is 360 tons of bulk goods. In addition, a special gravity slide is located in the port. It is owned by the plate factory.

Saale River

Although the Saale River, to its confluence with the Unstrut River, and the Unstrut River to Arten, are equipped with lock installations, traffic above Halle is limited to local movement of small vessels and to passenger transportation.

Halle is served by two ports, the old Sophienhafen in the city and the port of Halle-Trotha, located in the suburb of Trotha. The Sophienhafen is obsolete and is used for the transshipment of less-than-carload freight. In addition to a port basin, which is 250 meters long and 40 meters wide, the port is also served by a riverbank installation along the "Wilde Saale" River, where a mobile sailing crane and a bridge crane for coal are located. The port basin is equipped with a very old slewing crane having a 2 1/2 ton capacity and two traveling crabs of 100-kilogram capacity each.

The facilities of the port of Trotha consist of a transshipping bank 200 meters long, faced with sheet-iron piling, and a 1,000-meter-long and 40-meter-wide basin. The basin is faced with sheet-iron piling for 200 meters, and for 177 meters the bank has a [paved] slope of 1:1.35. The remaining length of the bank is not usable for transshipping operations. The port is equipped with two portal cranes, built in 1922 and 1930, with 1.5- and one-ton capacities, respectively, one slewing crane with a 1 1/2-ton capacity, which has been transferred to this port from Schoenebeck; and a mechanical coal shovel. The portal cranes can be used as four-cable grab cranes or as bucket cranes. These transshipping facilities are completely insufficient. The planned addition of a modern high-performance crane has been delayed because the ABUS (Machinery for Mining and Heavy Industry) Crane Construction Enterprise in Eberswaide, which was to have delivered a crane in 1952, was not able to do so.

In 1951, 20,000 tons of freight were unloaded from ships, and 211,000 tons of freight were loaded aboard ships [in Trotha]. In addition, 25,000 tons of grain were loaded aboard ships from silos, and 40,200 tons of grain were unloaded from ships to silos. Coal took up the biggest share of the loaded freight, with 114,000 tons, mostly brown-coal briquettes from the Geisel Valley. A total of 15,500 tons of coal were also unloaded. All other loadings and unloadings were of local significance. An influx of freight from the surrounding region for transshipment via water did not take place. As far as using the waterways for transportation is concerned, the large enterprises, such as Leuna in Merseburg, shipped their freight to the Elbe River. In 1951, ship loadings were 70 percent from railroad car to ship, 17 percent from truck or horse-drawn wagon to ship, and 12 percent from warehouse or silo to ship [one percent not accounted for]. Of the freight unloaded, 49 percent went into warehouses or silos, 30 percent was transshipped by rail, and 21 percent, by truck or horse-drawn wagon. Up to and including May 1952, 16,400 tons of freight had been unloaded, and 96,700 tons of freight had been loaded. This freight was made up as follows:

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<u>Commodity</u>	<u>Outgoing</u>
Coal	62,300 tons from the Geisel Valley for the central Elbe River, the Brandenburg waterways, and Mecklenburg.
Construction material	12,900 tons, mostly cement for export to Poland via Szczecin
Clay	7,900 tons for Boizenburg
Sugar	12,700 tons for Berlin and to Hamburg for export

The incoming freight included 8,100 tons of cleaning agents, most of which was forwarded by rail to Thuringen.

In addition to barges of Saale River dimensions [not given], barges with the Finow Canal dimensions operate on the Saale River. The Saale River locks also permit the passage of barges with Plawe Canal dimensions; however, the river itself can only be used by these larger barges when it is fully navigable. The Saale River suffers considerably from water shortage during the summer. The dams built to supply water to the Saale River can only release enough water to bring the water level to correspond to the particular Magdeburg (Elbe River) water-level marker.

Below Halle there are no installations of the DSU, only mooring places and loading stations of industrial plants and private enterprises. The goods loaded most are grain, flour, sugar, construction material, and raw material for the production of cement; it is loaded in Groena-Alsleben for Nienburg). It is to be noted in this connection that the largest cement, salt and fertilizer plants mostly use the railroads. Whatever water transportation these enterprises engage in takes place in Schoenebeck and Barby.

The ports of Burg and Genthin lie on the Elbe-Havel Canal. Burg appeared in the statistics for the first time in 1950. Its performance is indicated by the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1950 (DSU only)	36,000	32,000	69,000 [should be 58,000 tons]
1951 (DSU only)	24,000	25,000	49,000

Sugar beets are the most significant outgoing freight, and coal is the most significant incoming freight.

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Genthin's performance is indicated as follows:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1938	179,000	135,000	314,000
1939	179,000	135,000	314,000
1949	198,000	85,000	283,000
1950	164,000	87,000	251,000
1951	270,000	122,000	392,000

The 1951 figures include the entire port area.

A considerable share of the freight traffic is taken up by sugar, both incoming and outgoing, and by outgoing beets. Coal shipments received in Genthin were as follows:

<u>Year</u>	<u>Tonnage</u>
1949	50,000
1950	41,000
1951	113,000

Brandenburg is the westernmost port of the Brandenburg waterway system. Its performance is shown in the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1937	--	--	290,000
1938	237,000	28,000	265,000
1939	281,000	74,000	355,000
1950	37,000	6,000	43,000
1951	44,000	5,000	49,000

In 1958, of the incoming freight, iron [ore] took up 37 percent; coal, 28 percent; and construction material, 14 percent. Of the incoming freight, 75 percent consisted of coal in 1949 and 59 percent, in 1950. Iron [ore], grain, and flour used to be the most important outgoing goods. In 1950, 34 percent of the outgoing freight consisted of construction material.

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The port consists of a 500-meter-long and 16-meter-wide basin, with a 460-meter-long concrete quay and a transshipping bank of equal length at the silo quay. The port has two portal cranes, built in 1911 and 1913, having 4- and 1.5-ton capacities, respectively, and an hourly performance rate of 7-8 tons of less-than-carload freight [not indicated whether individual or combined performance]. One of the cranes can also be used as a multiple-cable grab crane for bulk-goods transshipment; then it reaches a performance level of 20 tons per hour.

Before the war, Berlin was one of the greatest inland ports of Germany. It was exceeded only by the ports of Hamburg and Duisburg. Because of the partitioning of the city and changed economic factors, a comparison with pre-war statistics is not possible. Berlin reached its highest performance peak in 1928, with 11,119,000 tons handled by the port. Berlin has always been decidedly a receiving port, and even after the war, the relationship of incoming to outgoing freight did not change basically. Berlin's performance is shown in the following table:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1932	4,713,000	926,000	5,639,000
1938	7,780,000	1,290,000	9,070,000
1949**	412,000	215,000	627,000
1950**	493,000	139,000	632,000
1951	1,705,000	1,016,000	2,721,000

** DSU transshipments in Humboldt and Ost (East) ports only.

The freight handled in Berlin consisted of the following:

<u>Year</u>	<u>Freight</u>	<u>Incoming (tons)</u>	<u>Outgoing (tons)</u>
1950**	Fertilizer		70,000
	Construction material	216,000	27,000
	Grain and flour	45,000	19,000
	Coal	145,000	--
	Sugar	18,000	--
	Wood	8,000	--
1951	Black coal	278,000	--
	Brown coal	381,000	--
	Wood	75,000	--

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<u>Year</u>	<u>Freight</u>	<u>Incoming (tons)</u>	<u>Outgoing (tons)</u>
	Construction material	796,000	--
	Rubble	--	701,000
	Garbage and ashes		138,000
	Other freight		105,000

** DGU transshipments in Rumboldt and Ost (East) ports only.

The following tables show the origin of some of the freight arriving in the port of Berlin in 1938 and 1951:

<u>Origin of Freight</u>	<u>1938 Tonnage</u>	<u>Percent of Total</u>
Brandenburg waterways	2,134,000	23
Hamburg	1,363,000	15
Upper Silesia	1,171,000	13
Szczecin	967,000	10.5

<u>Origin of Freight</u>	<u>1951 Tonnage</u>	<u>Including</u>
Oder River area	383,000	106,000 tons of black coal from Stalinstadt
Brandenburg waterways east of Berlin	634,000	133,000 tons of brown coal and 285,000 tons of mineral construction material
Brandenburg waterways north of Berlin	379,000	291,000 tons of mineral construction material
Elbe-Havel Canal area	184,000	18,000 tons of sugar and 152,000 tons of mineral construction material

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<u>Origin of Freight</u>	<u>1951 Tonnage</u>	<u>Including</u>
Central Elbe River area between Torgau and Magdeburg and from the Saale River area	119,000	grain, flour, and sugar
Brandenburg	100,000	40,000 tons of black coal
Elbe River area below Magdeburg	170,000	110,000 tons of mineral construction material

The most important transshipping stations along the Brandenburg waterways are the two neighboring ports of Niederlehme and Koenigswusterhausen. In 1928-1929, as well as during the years 1936-1939, the transshipping performance of the two ports exceeded the million-ton mark. Their performance peak was reached in 1938, with 1,235,000 tons. This level was not achieved after the war. The performance of the two ports after the war is indicated by the following statistics:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1928	--	--	832,000
1929	--	--	716,000
1951	53,000	1,067,000	1,120,000

Koenigswusterhausen mostly transships coal from the Senftenberg mines, and Niederlehme mostly transships sand, clay, and other mineral construction materials. However, the ratio of construction material to coal shipments (in 1938, 86,000 tons of coal to 1,117,000 tons of construction material) has changed appreciably in recent years in favor of coal shipments. Both ports are loading ports, as the 1951 statistics indicate.

Neither of the two ports has any mechanical transshipping facilities. Gravity slides are being used to load the vessels.

Ruedersdorf is the port for the lime industry located in that area. Only freight of the lime industry is shipped out of this port and only coal for the operation of the lime-extracting machinery is unloaded there. The following statistics show the port's performance:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1928	--	--	672,000
1929	--	--	616,000
1938	1,235,000	215,000	1,450,000
1939	--	--	616,000
1951	140,000	234,000	374,000

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The 1951 incoming-freight figures includes 25,000 tons of building material and 25,000 tons of rubble and trash, apparently for filling in the excavated areas.

Among the more important transshipping stations of the GDR is Zehdenick on the upper Havel River. However, Zehdenick itself cannot be considered a port, since almost all loading and unloading takes place at the transshipping places of the local brick factory. Zehdenick, like the other loading places, does not have any mechanical transshipping facilities. Zehdenick reached its peak traffic performance in the years 1935-1936, with 1,029,000 tons and 1,025,000 tons, respectively. In the succeeding years, traffic declined as indicated in the following statistics:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1938	59,000	756,000	815,000
1951	52,000	270,000	322,000

The 1938 figures for outgoing freight consisted almost exclusively of bricks. The incoming figure for the same year includes 45,000 tons of coal, destined for the most part for the brick factory. In 1951 98 percent of the outgoing freight was from the brick factory, and 60 percent of the incoming freight for the same year consisted of coal.

Frankfurt and Stalinstadt are the only ports in the GDR along the Oder River. While Frankfurt's transshipping statistics at first changed very little after the war (not until 1951 did traffic climb from 51,000 tons to 135,000 tons), Stalinstadt port traffic changed considerably after the war, as is shown in the following statistics:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1939	89,000	80,000	169,000
1949	222,000	459,000	681,000
1950	61,000	780,300	841,000
1952**	99,000	757,000	856,000

**1951 figures do not include outgoing and incoming freight of the J. V. Stalin Metallurgical Combine.

Stalinstadt, on the basis of its traffic load, leads all other DSU ports. Coal is the largest freight outgo of Stalinstadt. This is true, in particular, of black coal and coke from Poland, which are transshipped at Stalinstadt and forwarded via inland waterways to the GDR. In 1950, this coal and coke amounted to 724,000 tons and in 1951, to 642,000 tons.

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Stalinstadt has two ports: the old port, a 200-meter-long transshipping bank on the Oder-Spree Canal, which is equipped with a portal crane, built in 1927, and having a multiple-cable grab and a 25-ton-per-hour performance rate for bulk goods; and the new port, which has a port basin 380 meters long and 38-50 meters wide, usable on both sides. Cranes have not yet been supplied; however, the port has 50 gravity slides for loading black coal, coke, and construction material.

In Land Mecklenburg and along the coast, there are several inland ports. The following table shows the traffic performance of the ports of Anklam, Demmin (on the Peene River) and Ueckermuende:

Port	Year	Incoming Freight (tons)	Outgoing Freight (tons)	Total Freight (tons)
Anklam	1949	69,000	26,000	95,000
	1950	5,000	13,000	18,000
	1951	104,000	38,000	142,000
Demmin	1949	50,000	33,000	83,000
	1950	30,000	24,000	54,000
Ueckermuende	1949	18,000	55,000	73,000
	1950	46,000	39,000	55,000
	1951	69,000	58,000	127,000

The ports of Anklam and Demmin shipped out mostly coal, construction material, and sugar beets, while receiving mostly grain, field crops, and construction material. Ueckermuende received and shipped out mostly construction material.

The ports of Wolgast, Greifswald, and Stralsund are seaports as well as inland-waterway ports. The traffic statistics for these ports, excluding ocean-going traffic, are as follows:

Port	Year	Incoming Freight (tons)	Outgoing Freight (tons)	Total Freight (tons)
Wolgast	1949	63,000	71,000	134,000
	1950	8,000	3,000	11,000
	1951	77,000	90,000	167,000
Greifswald	1949	36,000	35,000	71,000
	1950	29,000	4,000	33,000
	1951	44,000	33,000	77,000
Stralsund	1949	172,000	42,000	214,000
	1950	126,000	63,000	189,000
	1951	155,000	78,000	233,000

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Schwerin, connected with the main waterways of the GDR through the Stoer Canal and the Elde waterway, which can only accommodate vessels up to and including Finow canal size, is decidedly a receiving port. Statistics for the port's performance reveal the following:

<u>Year</u>	<u>Incoming Freight (tons)</u>	<u>Outgoing Freight (tons)</u>	<u>Total Freight (tons)</u>
1950	64,000	37,000	101,000
1951	93,000	30,000	123,000

The outgoing freight [in both years] consisted mostly of grain, flour, and small quantities of field crops. The port, in the same period, received construction material, coal, wood, and foodstuffs. Only a portion of the incoming freight was destined for the city of Schwerin; no less than 68 percent of the incoming freight was shipped beyond Schwerin by train in 1951. The outgoing grain and the incoming construction material mostly either originates from or is destined for the seaports of Wismar and Rostock.

The port of Schwerin has a portal crane built in 1927, with a 2 1/2-ton capacity and an hourly performance rate of 10 tons for less-than-carload freight; there is also a single-table grab crane with a 15- to 18-ton hourly performance rate for bulk goods. The port also has a diesel-operated derrick.

The ports of Parchim, Luebz, and Waren should also be mentioned. Statistics for the three ports show the following:

<u>Port</u>	<u>Year</u>	<u>Total Tonnage Handled</u>
Parchim	1949	14,000
	1951	25,000
Luebz	1949	53,000
	1951	87,000
Waren	1949	28,000
	1951	70,000

In all three ports the outgoing freight consisted mostly of grain, potatoes, and field crops, and in Luebz, also of sugar. Incoming freight consisted mostly of coal and construction material and in Luebz, also of sugar beets.

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